

CONTROL BLOCK:

(PLEASE PRINT OR TYPE ALL REQUIRED INFORMATION)

0 1 M S G G S 1 2 3 4 1 1 1 1 4 5  
7 8 9 14 15 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40  
LICENSEE CODE LICENSE NUMBER LICENSE TYPE CAT

CON'T

0	1	REPORT SOURCE										DOCKET NUMBER										EVENT DATE										REPORT DATE									
7	8	L	6	0	5	0	0	0	4	1	6	7	1	2	0	7	8	3	8	0	1	1	0	8	4	9															
		60	61											74	75											80															

EVENT DESCRIPTION AND PROBABLE CONSEQUENCES: (10)

0 2 On 12/7/83, breaker 152-1704 to the Division 3 ESF bus tripped. The HPCS  
0 3 diesel generator attempted to start but immediately tripped. The only  
0 4 indication as to the cause of the trip was the high crankcase pressure  
0 5 annunciator. This trip is bypassed in the emergency operating mode.  
0 6 Therefore the failure was initially considered an invalid failure pursu-  
0 7 ant to position C.2.e.(2) of Reg. Guide 1.108. After further investiga-  
0 8 tion the failure is now considered valid due to an undetermined cause.

0	9	SYSTEM CODE		CAUSE CODE		CAUSE SUBCODE		COMPONENT CODE				COMP. SUBCODE		VALVE SUBCODE			
E	E	X	Z	E	N	G	I	N	E	Z	Z						
9	10	11	12	13	14	15	16										
LER RO REPORT NUMBER		EVENT YEAR		SEQUENTIAL REPORT NO.		OCCURRENCE CODE		REPORT TYPE		REVISION NO.							
8	3	1	8	9	0	3	L	0									
21	22	23	24	25	26	27	28	29	30	31	32						
ACTION TAKEN		FUTURE ACTION		EFFECT ON PLANT		SHUTDOWN METHOD		HOURS		ATTACHMENT SUBMITTED		NPRO-4 FORM SUB.		PRIME COMP. SUPPLIER		COMPONENT MANUFACTURER	
X	Z	Z	Z	0	0	0	0	Y	N	N	G	1	0	0			
33	34	35	36	37	38	39	40	41	42	43	44	45	46	47			

CAUSE DESCRIPTION AND CORRECTIVE ACTIONS (27)

1 0 The breaker tripped due to a broken current limiter resistor socket for  
1 1 the breaker position indicating light. The resistor socket shorted caus-  
1 2 ing the trip coil to energize. The socket was accidentally broken during  
1 3 a changing of the bulb. The cause of the diesel generator trip could not  
1 4 be determined. The testing frequency will be 3 days.

FACILITY STATUS      % POWER      OTHER STATUS      METHOD OF DISCOVERY      DISCOVERY DESCRIPTION

(1) 5    (6) 28    0 0 0    (29) NA    (30)    A    (31) Alarms Actuated    (32)

7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60

ACTIVITY CONTENT  
RELEASED OF RELEASE

1 6 2 33 NA

7 8 9 10 11

AMOUNT OF ACTIVITY (35)

NA

LOCATION OF RELEASE (36)

45 80

PERSONNEL EXPOSURES				DESCRIPTION	(39)			
NUMBER		TYPE						
1	7	0	0	0	37	2	38	NA

PERSONNEL INJURIES		DESCRIPTION
NUMBER		
0	0	0
40	NA	

8		9		11		12		90	
TYPE		DESCRIPTION		(43)					
1	9	7	(47)	NA					

IE 22

8 9 10 80  
PUBLICITY  
ISSUED DESCRIPTION (45) 8401240491 840110  
2 0 N (44) NA PDR ADOCK 05000416 NRC USE ONLY  
S PDR

NAME OF PREPARER Ron Byrd

PHONE: \_\_\_\_\_

Supplementary Information to  
LER 83-189/03 L-0

Mississippi Power & Light Company  
Grand Gulf Nuclear Station - Unit 1  
Docket No. 50-416

Technical Specification Involved: 3.8.1.2  
Reported Under Technical Specification: 6.9.1.13.b

Event Narrative

On December 7, 1983, at 1200 hours breaker 152-1704 from ESF transformer 12 to the Division 3 bus tripped. The HPCS diesel generator attempted to start but immediately tripped. The HPCS diesel generator was then declared inoperable. No Limiting Condition for Operation (LCO) was entered as the HFCS system was not required to be operable.

The cause of the breaker trip was due to a broken current limiter resistor socket for the breaker position indicating light. The socket shorted causing the trip coil to energize. The socket was accidentally broken during a changing of the bulb.

A high crankcase pressure alarm was activated, however, the pressure switches in the crankcase of each engine were found nonactivated. These switches should mechanically lock-in when pressure actuated. The wiring to the switches were inspected and found satisfactory. The switch setpoints were found within tolerances.

Alarms reported to have activated were:

1. Unit Trip/Lockout
2. Generator RTD Temperature
3. Fail to Start/Run
4. High Crankcase Pressure
5. Low Soakback Pump Pressure
6. Low Starting Air Pressure
7. Low-High J.W. Pressure
8. High Exhaust Diff. Temp.
9. Diesel Engine Running

Division III battery was re-energized and local diesel generator 13 control panel was tested to its response on a loss of D.C. power. Upon removal and restoration of D.C. power, the following alarms annunciated:

1. High Crankcase Pressure
2. Low Lube Oil Pressure
3. Exhaust Differential High Temp.
4. Low/High Lube Oil Temp.
5. Low Air Pressure
6. Overspeed Trip
7. Low/High Jacket Water Temp.
8. RTD High Generator Temp.
9. Unit Trip Lockout
10. Control Power Failure
11. Low Soakback Pressure

Although there are several more alarms listed here compared to the previous operator's observation, the operator that acknowledged the alarms stated that several cleared as he acknowledged them before the alarms could be recorded.

A loss of D.C. control power intermittently could have caused diesel generator 13 to trip. However, the mode of h/w D.C. would be interrupted, or the actual cause of the trip, still remains undetermined.

Therefore, due to the undetermined cause of a failure to start from a bona fide automatic start signal, per Regulatory Guide 1.108 C.2.e.(1) this event must be considered a valid failure. The number of valid failures in the last 100 is now 4. The new test frequency will be 3 days. This is submitted as a final report.



MISSISSIPPI POWER & LIGHT COMPANY

*Helping Build Mississippi*

P. O. BOX 1640, JACKSON, MISSISSIPPI 39205

January 10, 1984

NUCLEAR PRODUCTION DEPARTMENT

U.S. Nuclear Regulatory Commission  
Region II  
101 Marietta St., N.W., Suite 2900  
Atlanta, Georgia 30303

Attention: Mr. J. P. O'Reilly, Regional Administrator

Dear Mr. O'Reilly:

SUBJECT: Grand Gulf Nuclear Station  
Unit 1  
Docket No. 50-416  
License No. NPF-13  
File: 0260/L-835.0  
Breaker 152-1704 to the Division 3  
ESF Bus Tripped - HPCS Diesel  
Generator Failed to Start  
LER 83-189/03 L-0  
AECM-84/0028

On December 7, 1983, at 1200 hours, breaker 152-1704 from ESF transformer 12 to the Division 3 bus tripped. The HPCS diesel generator attempted to start but immediately tripped. The HPCS diesel generator was then declared inoperable. Since the HPCS system was not required to be operable, a Limiting Condition for Operation was not entered.

The actual cause of the HPCS diesel generator trip remains undetermined. Therefore, due to the undetermined cause of a failure to start from a bona fide automatic start signal this event must be considered a valid failure pursuant to Regulatory Position C.2.e(1) of Regulatory Guide 1.108. The event is reported pursuant to Technical Specification 6.9.1.13.b. This is a final report. Attached is LER 83-189/03 L-0 with Supplementary Information.

Yours truly,

L. F. Dale  
Manager of Nuclear Services

EBS/SHH:fg  
Attachment

cc: See next page

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MISSISSIPPI POWER & LIGHT COMPANY

AECM-84/0028

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